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Railway Business Association (U.S.)

The deadly toll of trespass on railways

[New York]

[1915]

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RAILWAY BUSINESS ASSOCIATION BULLETIN No. 16

The Deadly Toll of Trespass on Railways

Five Thousand Deaths a Year Due to Lack of Laws or Lack of Enforcement

"SAFETY FIRST—SAVE LIVES"

January 27, 1915

REQUESTS FOR COPIES of this pamphlet will be welcome from all those desiring to place it in the hands of their representatives or friends. Copies furnished or sent direct to lists upon application to Frank W. Noxon, Sec'y, Railway Business Association, 30 Church Street, New York.

Form B169

Aug. 22, 1923 RL

The Deadly Toll of Trespass on Railways

Accidents to Railroad Trespassers:

		Killed	*Injured*
United States . . .	1901–10	50,025	53,427
United Kingdom . .	1901–10	4,434	1,315

In the United States laws against railroad trespassing are generally not enforced.

In the United Kingdom persons other than passengers or employees found on railroad property are fined $10 for each offence.

WHILE deaths to trespassers upon railway property were held down to almost nothing in Europe and Canada and greatly reduced in certain of our States, 14 times as many persons who had no business to be in danger were killed by the cars in the United States in 1913 as the number of passengers killed. Fatalities reached 5,558—more than at the Battle of Bull Run.

Progress toward enactment of laws providing effective penalties and toward conviction and sentences for those who wilfully expose themselves to danger is slowly spreading, while loss of life and damage as affecting railways is increasing.

State Legislatures which have been unwilling to act will have the proposition before them again in 1915, backed by the force of the "safety first" campaign and the growing demand for adequate penalties.

England has since 1868 prohibited any unauthorized person to be upon railroad property under penalty of $10 fine. **The law is enforced.** American travellers abroad, accustomed to free and easy habits, stray upon rights of way and are surprised as well as grieved to be grabbed instanter and hustled before a magistrate, who relieves them of a part of their surplus and sends them on chastened and wondering at the "beautiful system."

The difference between England and the United States in this respect is shown by the results. From 1901 to 1910, inclusive, in the United States, 50,025 trespassers were killed, and in the United Kingdom 4,434; in the United States 53,427 injured, and in the United Kingdom 1,315.

France forbids any person not belonging to the railroad service to enter upon its right of way except with a permit signed by a superior railroad

officer. Violations are punishable by fines up to $579 and jail up to a month.

In Germany, the penalties range up to $25. The European public has become thoroughly educated to the idea of keeping off the right of way.

Canada fines trespassers up to $50 or imprisons them up to two months. The Wabash Railroad operates a part of its mileage through Canada. In the year ending June 30, 1914, 94 trespassers were killed and 135 injured on the lines of that road, of whom only 3 were killed and 3 injured in Canada. Edward B. Pryor, Receiver of the Wabash, says:

"The law in Canada is very strictly enforced. The result is that we are not burdened with the trespassing evil in Canada."

THE AMERICAN SLAUGHTER

In the United States laws are few, and even where penalties are prescribed, magistrates hesitate to impose them, largely under stress of local opinion. Citizens want to do as they please, and local authorities dislike to feed and lodge convicted tramps.

Interstate Commerce Commissioner C. C. McChord summed up the consequences before the Coöperative Safety Congress in Milwaukee in 1912. He stated that in 20 years the trespassers killed on railways in the United States totalled 86,733 and the injured 94,646, or 181,379 casualties in all, equal to the entire population of the city of Columbus, O. Of those injured, he said, the majority were seriously maimed or crippled for life. These trespassers are not all hoboes. They include little children and wage earners living in the vicinity, whose death or disability leaves families destitute. Of 1,000 investigated cases, 598 were self-supporting; 312 were laborers, and the list also included actors, bakers, barbers, bartenders, chauffeurs, chemists, cigar-makers, clergymen, engineers, farmhands, fishermen, horse-dealers, lumbermen, lunatics, merchants, miners, musicians, sailors, salesmen, school teachers, shoemakers, soldiers and students. Of the one thousand, 273 are known to have left wives or children, 376 were single, and the family connection of the rest was unknown.

Marcus A. Dow, General Safety Agent of the New York Central Lines, points out that there were 33,000 persons under 21 years of age killed or injured while trespassing on railways of the United States from 1901 to 1910, enough to make a mile post for every mile around the world.

TRACK ELEVATION DOES NOT STOP TRESPASSING

Elevation of track in Chicago was resorted to at an expense of 70 millions, which is expected to reach 150 millions. Does anybody suppose so feeble a precaution as that has ended deaths and accidents to trespassers? Not at all. They leap over a city ordinance and climb up on to the elevation in their conscientious devotion to the pursuit of being killed and maimed. In three months 339 arrests were made on the elevated right of way of four systems. Only 67 of the offenders were punished.

When a Titanic goes down and hundreds perish, a thrill of horror runs through Christendom. Thousands perish one at a time and nobody pays any attention, not even the neighbors. Local authorities are so indifferent that the roads have to maintain police of their own. The General Managers' Association of Chicago reports that in three months 4,785 arrests were made by railway police. Only 2,183 were punished and in many of these cases the penalty was too mild to have any effect.

AMERICAN INDIFFERENCE TO A GRAVE PERIL

THIRTY-FIVE States have no law specifically prohibiting persons walking on a railroad right of way. They are:

Alabama
Arizona
Arkansas
California
Colorado
Connecticut
Florida
Idaho
Illinois
Indiana
Iowa
Kansas
Kentucky
Louisiana
Maryland
Mississippi
Michigan
Montana
Nebraska
Nevada
New Mexico
North Carolina
North Dakota
Ohio
Oklahoma
Oregon
Pennsylvania
South Carolina
South Dakota
Tennessee
Texas
Utah
Vermont
West Virginia
Wyoming

All of these will have a chance except six (Kentucky, Louisiana, Maryland, Mississippi, New Mexico, and North Dakota, which have no sessions) during 1915 to put such a law on the books.

Thirteen States by statute prescribe penalties ranging from $5 fine to 10 days in jail in Maine to $500 fine or one year in jail in New York. These States are:

New York
Wisconsin
Maine
New Hampshire
New Jersey
Massachusetts
Virginia
Missouri
Rhode Island
Delaware
Georgia
Minnesota
Washington

MISSOURI ORDAINS INALIENABLE RIGHT TO GET KILLED

Of all the State legislation dealing with this subject the frankest and most unreserved recognition of the inalienable right of the American citizen to get himself killed or mangled is contained in the law of Missouri. Section 3145 of the Statutes of that State provides:

"If any person not connected with or employed upon the railroad shall walk upon the track or the tracks thereof, except where the same shall be laid across or along a publically travelled road or street or at any crossing, as hereinbefore provided, and shall receive harm on account thereof, such person shall be deemed to have committed a trespass in so walking on said track in any action brought by him on account of such harm against the corporation owning the railroad, **but not otherwise.**"

While this law protects the railroad from damage suits it does not prohibit trespassing.

COMMENDABLE EFFORTS TO MITIGATE THE EVIL

ACTIVITY on the part of many railroads to lessen the number of fatal accidents on their lines by more careful policing in the sections where trespass is prevalent is bearing fruit. Energetic efforts to combat the evil have been made in New York State by the New York Central Lines, whose safety agent in 1913 visited justices of the peace and police court magistrates armed with statistics of deaths or injuries of trespassers. The majority, appalled by the slaughter, agreed to punish offenders brought before them. Then the newspapers were urged to give the campaign liberal publicity. Warnings in several languages were posted in conspicuous places along the entire road, manufacturers were urged to point out to their employees the dangers of track-walking, and public-school teachers made safety lessons a part of their regular work. The railroad's police department was then instructed to make arrests systematically, and this has been carried on for several months. During May, June and July, 1914, there were 4,545 arrests and 4,015 convictions of persons walking the tracks or stealing rides. A statement of trespassers killed and injured will indicate the reductions in deaths and injuries as a result of the New York Central campaign:

	Killed	*Injured*
Seven months ending April 30, 1913...	136	163
Seven months ending April 30, 1914...	98	121

The Public Service Commission of New York State, reporting a decrease of 72% in passengers killed on steam railroads for the year ended June 30, 1914, compared with the preceding year, remarks: "The only class of railroad fatalities which shows a decrease is that of the trespasser, killed while in places where he had no right to be. Last year 348 were killed, as against 393 the year before, and 358 were injured against 409 the year before."

The Chicago, St. Paul, Minneapolis & Omaha Railway, failing to get the State Legislatures to pass an anti-trespass law, organized a Central Safety Committee to coöperate through local committees with public officials and school superintendents. "We met with a more hearty response from Sioux City, Ia., than any other place," says T. W. Kennedy, Assistant to General Manager of the line. "The Mayor, A. A. Smith, and the Superintendent of Public Safety, John Dineen, signified their willingness to prosecute track-walkers, and swore in our crossing watchmen as special officers to make arrests." M. G. Clark, Superintendent of Schools, distributed a series of illustrated blotters depicting accidents and telling children to keep away from the railroads, the blotters being changed every week. A truant officer was instructed to look out for children walking on tracks, and Safety First lectures were given in all the schools.

The Anti-Track Walking Crusade, promoted by the Public Safety Commission of Chicago and Cook County, is a movement to obtain the enforcement of legislation against trespassing, and is interesting the women's clubs

of the nation. Commercial, civic, social and political organizations all over the country are being approached to help reduce the death roll.

STORIES FOR CHILDREN

The American Museum of Safety in New York City has published pamphlets containing stories of child interest, vividly outlining the danger and folly of railway trespassing, and under the auspices of that institution these anti-trespass lessons are being given in the New York and Brooklyn schools. Recognizing that children are natural organizers, and that they love to "belong" to things, the Museum has issued Safety League buttons to be given to boys and girls who have been initiated into the secrets of safety. Safety Patrols have also been organized, selected from the older and more responsible boys and girls, upon whom devolves the duty of looking after the safety of younger children in the streets and on the way to and from school.

Edward L. Tinker, Safety Supervisor of the El Paso & Southwestern, is the author of a little human-interest pamphlet entitled "Harry Hop-the-Train," which has been given a wide circulation in the interest of children living along the system. The tragic results of Harry's persistence in hopping freight trains, the arrival of the ambulance with the Doctor and his bag filled with knives and saws, the operating room in the hospital, with its glass cases around the walls "full of shining knives," the steel operating table on which Harry is placed while his mangled leg is removed, and the subsequent release of the little cripple who could never again join his playmates in the old swimming hole, are related with a simplicity of expression well calculated to make a vivid impression on the child mind. This pamphlet has been given a wide circulation in the Children's Safety Crusade.

Work along similar lines adopted universally in our public schools is advocated as part of the education of the children. A suggestion has also been made that the employees of manufacturing and industrial concerns, who make a practice of using railway tracks on their way to and from work, should be taught the dangers of track-walking by bulletins posted in conspicuous places telling of the vast number of killed and injured, supplemented by special talks or lectures.

Louisiana in 1914 passed a bill prohibiting others than passengers and employees from being upon railway equipment, under penalty of $50 or six months in jail.

Maryland, in 1914, passed a law prohibiting trespassing on cars or locomotives, under a penalty of $25 or imprisonment for one month.

In the States having laws against track-walking and train-riding, local and State authorities are being urged to coöperate with the railroads in keeping the tracks clear of persons who do not belong there, and in punishing violators of the law.

In the absence of a preventive law the average citizen is apt to believe that railroad tracks and property are public highways. Minors and children, following the example of their elders, flock upon the tracks, engines, cars and turntables, and are ground to pieces or crippled for life. The rail-

roads, without a strictly enforced law, cannot exclude these potential victims from their property.

Tramps and yeggmen, encouraged by the lack of anti-trespass laws, travel around the country in "side door Pullmans," robbing box cars and burning ties, stations, bridges and timbers, and robbing farmers, country banks, stores and post offices.

In Canada, where stealing rides is a crime punishable by a fine of $50 or two months in jail, there are very few tramps.

As W. P. Williams, Claim Agent of the Rock Island lines at Fort Worth, Texas, says: "The alleged germ-laden drinking cup has been snatched from the hand of the unsuspecting public; the life-line has been thrown out to squirrels and muskrats; safeguards have been cast about the birds in the air and the fish in the sea; oysters, dumb and unable to vote, are watched with infinite care; yet the government is permitting thousands of its citizenship to be killed and mangled annually without making one move to protect them from their own folly."

It would probably cost the States and municipalities less to enforce a law against trespassing than it does to pick up and bury the dead and care for the cripples.

State and Railway Officials Tell the Story

WHAT STATE OFFICIALS SAY

State officials responding to an inquiry made by the Railway Business Association in most cases make it clear how little attention has been given to the subject.

Arizona: Jurisdiction under the general trespass laws is suggested in some replies, but in Arizona, for instance, Gov. Geo. W. P. Hunt states that it is the railroad companies who through their special deputies "keep the close surveillance upon company property."

Delaware: Gov. Charles R. Miller, advising that the Legislature of that State in 1911 made it a misdemeanor to trespass or walk upon railroad tracks, adds: "We issue commissions to special officers of the railroad companies; these officers have police power and the regulation of all matters of trespassing." This, of course, leaves the matter to be prosecuted in the magistrates' court by a railroad officer, who usually would have less influence with the court than a public policeman or constable."

Idaho: The new Public Utilities Commission has started right in to tabulate accidents under the provisions of the Act creating it, which empower the Commission to adopt measures for reducing the number of accidents.

Indiana: The Governor's office states that the prohibitions of track-walking are made by the railway companies and are within their power of regulation under the law of this State. (Fine or imprisonment is not within the jurisdiction of the railroad officers.)

Iowa: The Iowa Railroad Commission in its annual report for 1911 urged a statute, saying: "A very large percentage of those killed while trespassing on right of way of railroad companies are not tramps or irresponsibles, but are persons of good standing in the community who use the right of way of the railroad companies as highways in making short cuts to and from points where they are employed." A bill was introduced in 1913, but failed of passage. The Iowa Commission compiles tables classifying the killed and injured as trespassers and non-trespassers.

Minnesota: The Railroad and Warehouse Commission keeps classified statistics of persons killed or injured, and persons trespassing and not trespassing, and quotes the law, which is a curiosity in avoidance: "Every person not an employee of a railroad company who, without permission from such company on foot or with any animal or vehicle, shall enter upon any railway bridge or trestle, or who, without a permit, shall ride, operate or propel a velocipede, track bicycle or tricycle on or along the track of any railway, shall be guilty of a misdemeanor." Nothing is said about the person not an employee who walks upon the right of way.

Illinois: Similar avoidance is accomplished by the Illinois statute, which provides a fine not exceeding $25, or imprisonment not exceeding 12 hours, for being on a locomotive or car, but makes no mention of trespassing on the track or right of way. Chief Engineer Feustel of the Illinois Public Utilities Commission declares: "The railroad companies' efforts to punish trespassers are not receiving the support of the officers of the law as they ought to. . . . The law concerning trespassing must be materially amended."

New Hampshire: The Public Service Commission states that the provision of law in that State fixing a penalty of $20 for trespassing "has never been enforced and public sentiment seems to be against such

enforcement. This department has on several occasions in its reports indicated the great necessity of its enforcement, but we are not aware of any attempt having been made to levy any penalty."

New Mexico: M. S. Groves, Chairman of the State Corporation Commission, replies that "neither this Commission nor any other State office has any statistics or information," and there is no statute other than the usual trespassing law.

North Carolina: The Corporation Commission of North Carolina states that legislation has several times been proposed, but no action yet taken.

Oklahoma: J. E. Love, Chairman of the State Corporation Commission, writes: "We have no adequate requirements to reduce accidents of this character. Our records for the past several years indicate that for each death due to railway operation assignable to any other cause there are two deaths due to trespassers on railway property."

Oregon: The Railroad Commission keeps account of the number of deaths occasioned by track-walking, but there is no statute prohibiting the practice.

Texas: The Chairman of the Railroad Commission, Hon. Allison Mayfield, replies: "We know of no law of this State on this subject, nor of any collating of statistics thereon."

Utah: The Commissioner of Immigration, Labor and Statistics, H. T. Haines, sends the cheering news: "Our statistics of deaths, compiled by the State Board of Health, show that there are few—scarcely any—deaths occurring by reason of persons walking tracks. This is the reason, perhaps, we have no laws regulating the matter."

Washington: The Public Service Commission quotes a law prohibiting trespassing upon the railroad right of way, but adds, "so far as we know there have been very few prosecutions under the law and very little reduction in the number of accidents."

West Virginia suggests the valuable service which legislative reference bureaus may perform in this matter by providing for the members of Legislatures information as to methods and results in other States and countries. The Reference Bureau in that State manifests a lively interest in the subject, although West Virginia has no statute.

Wisconsin: The Industrial Commission reports that an attempt was made in the last Legislature to enact a law forbidding track-walking, but it did not pass.

Wyoming: Gov. Joseph S. Carey expresses his regret "that our Legislature failed to pass a law forbidding trespassing on the rights of way of railroads. I did what I could to secure the enactment of such a law, but for some reason it failed. I presume that such a law will be passed at the next session of the Legislature in January next. We have good laws so far as obstructing tracks are concerned, but what we need is one absolutely prohibiting trespassing upon the tracks themselves."

WHAT RAILWAY OFFICIALS SAY

Railway officials, replying to an inquiry whether there are any States or parts of States through which their systems operate where trespassing is vigorously prosecuted quite generally reply in the negative.

Vice-President George F. Brownell of the Erie: "The Police Department of the system usually experience little difficulty in obtaining convictions in trespassing cases other than train-riding, but have difficulty all over the system in convicting train-riders."

A. Hunter Boyd, Jr., Assistant General-Attorney, Baltimore & Ohio: "We are securing fairly good results on Staten Island, in Delaware, West Virginia and most of Ohio; but no results worth mentioning are being secured in Indiana or Illinois. I have always felt that a good Federal law, if constitutional, would be the best means of breaking up this practice."

General Manager J. B. Stewart, Bangor & Aroostook: "The statute in Maine is applied by the magistrates whenever our own officers arrest a trespasser, but the local officers do not make any special effort to prevent trespassing or to arrest the offenders if they are seen."

J. D. M. Hamilton, Claims Attorney, Atchison, Topeka & Santa Fe: "We are unable, as a general rule, to have the authorities enforce the statutes or inflict any of the penalties pertaining thereto."

President John B. Kerr, New York, Ontario & Western: "I do not know of any locality in which the law against trespassing is enforced, or where the magistrates are entitled to any recognition for enforcement of the law. It is a very difficult problem, for which I see no solution except by education of the people, which is an extremely slow process."

Legh R. Watts, General Counsel of the Seaboard Air Line: "In none of the States traversed by this system are trespassers upon right of way dealt with in a manner which both railway and public are entitled to."

Charles M. Sheafe, Jr., Counsel of the New York, New Haven & Hartford: "There is no portion of the railroad upon which trespassers are treated with any particular attention by the authorities. They are not punished in Massachusetts except under extraordinary circumstances. There is no statute in Connecticut prohibiting trespasses on the right of way, though the laws prohibit trespasses on station grounds or yards. The New York statute is not enforced."

C. W. Bunn, General Counsel, Northern Pacific: "After a thorough investigation I find that there has been no vigorous administration of this law in any of the States through which the Northern Pacific passes."

Chester M. Dawes, General Counsel of the Chicago, Burlington & Quincy: "Efforts were made at the last session of the Legislatures in the States through which this road runs, to obtain the passage of laws, but without success, and the evil continues unchecked and unabated."

H. A. Worcester, General Manager of the Cleveland, Cincinnati, Chicago & St. Louis: "I know of no particular locality in our territory where it can be said that the State authorities have adopted any effectual means of reducing such casualties."

General Counsel Sydney R. Prince of the Mobile & Ohio: "There is not on the line of this company, through Alabama, Mississippi, Tennessee, Kentucky and Illinois, any notable or effective enforcement of law tending to prevent trespass on railway property. Although we have made vigorous effort to have such law enforced, we have met with little success."

President F. A. Britton of the St. Louis Southwestern: "The public generally, including all local officers, look upon the railroad right of way as public property and our efforts to stop trespassing are of no avail."

W. H. Brenner, General Solicitor of the Minneapolis & St. Louis: "Trespassing is very common and no attempt is made by the public authorities to prevent it in South Dakota, Minnesota, Iowa and Illinois. In at least three of these States if trespassers are injured it is a comparatively easy matter to make a case which will compel a railroad company to respond in damages."

General Counsel Claude Waller, Nashville, Chattanooga & St. Louis: "There is no effective law in the States through which this railway operates. Rarely, if ever, is there a prosecution."

Charles A. Schmettau, Toledo, St. Louis & Western: "In all the States through which our road runs trespassing on railroad property is, on the whole, encouraged, both by the law and its administrators."

R. A. Richards, of the Chicago & Northwestern, Chairman of the Central Safety Committee, and father of the safety first movement: "In Illinois, Wisconsin, Michigan, Iowa, Minnesota, Nebraska, South and North Dakota and Wyoming nothing is being done by the State or municipal authorities to prevent trespassing on railway tracks or cars."

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Buckeye Steel Castings Co., Columbus, Ohio.
Bucyrus Company, South Milwaukee.
Buda Co., Chicago.
Buffalo Brake Beam Co., New York.
Burden Iron Co., Troy, N. Y.

Cambria Steel Co., Johnstown, Pa.
Camel Co., Chicago.
Carnegie Steel Co., Pittsburgh.
Central Coal & Coke Co., Kansas City, Mo.
Central Electric Co., Chicago.
Central Railway Signal Co., Pittsburgh.
Chase (L. C.) & Co., Boston.
Chicago Bridge & Iron Works, Chicago.
Chicago Car Heating Co., Chicago.
Chicago Malleable Castings Co., Chicago.
Chicago Pneumatic Tool Co., Chicago.
Chicago Railway Equipment Co., Chicago.
Chicago Varnish Co., Chicago.
Cleveland Car Specialty Co., Cleveland.
Cleveland Frog & Crossing Co., Cleveland.
Cleveland Twist Drill Co., Cleveland.
Clow (Jas. B.) & Sons, Chicago.
Coale (Thomas E.) Lumber Co., Philadelphia.
Columbia Refining Co., New York.
Columbus Iron & Steel Co., Columbus, Ohio.
Commonwealth Steel Co., St. Louis.
Corning Glass Works, Corning, N. Y.
Crerar, Adams & Co., Chicago.
Crucible Steel Co. of America, Pittsburgh.
Curtain Supply Co., Chicago.
Cyclops Steel Works, Titusville, Pa.

Dayton Malleable Iron Co., Dayton, Ohio.
Dayton Manufacturing Co., Dayton, Ohio.
Dearborn Chemical Co., Chicago.
Detroit Seamless Steel Tubes Co., Detroit.
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Disston (Henry) & Sons, Inc., Philadelphia.
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Electric Railway Journal, New York.
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Fairbanks, Morse & Co., Chicago.
Federal Signal Co., Albany, N. Y.
Firth-Sterling Steel Co., McKeesport, Pa.
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Galena-Signal Oil Co., Franklin, Pa.
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General Electric Co., New York.
General Railway Signal Co., Rochester, N. Y.
Glidden Varnish Co., Cleveland.
Gold Car Heating & Lighting Co., New York.
Gould Coupler Co., New York.
Graham Nut Company, Pittsburgh.

Grand Rapids Malleable Works, Grand Rapids, Mich.
Gray (Peter) & Sons, Inc., E. Cambridge, Mass.
Green's Car Wheel Mfg. Co., St. Louis.
Greene (Stephen) Company, Philadelphia.
Griffin Wheel Co., Chicago.
Grip Nut Co., Chicago.
Gulf Refining Co., Pittsburgh.

Hale & Kilburn Co., Philadelphia.
Hall Switch & Signal Company, New York.
Hammett (H. G.), Troy, N. Y.
Hanna (M. A.) & Co., Cleveland.
Harbison-Walker Refractories Co., Pittsburgh.
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Hewitt Rubber Co., Buffalo, N. Y.
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Hines (Edw.) Lumber Co., Chicago.
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Hutchins Car Roofing Co., Detroit.

Independent Pneumatic Tool Co., Chicago.
Ingersoll-Rand Co., New York.
Inland Steel Company, Chicago.

Jeffrey Manufacturing Co., Columbus, Ohio.
Joseph (Jos.) & Bros. Co., New York.
Joyce-Watkins Company, Chicago.

Kay & Ess Co., Dayton, Ohio.
Keith Car & Mfg. Co., Sagamore, Mass.
Kerite Insulated Wire & Cable Co., New York.
Keystone Coal & Coke Co., Philadelphia.

La Belle Iron Works, Steubenville, Ohio.
Laconia Car Co., Boston.
Lackawanna Steel Co., Buffalo.
Lima Locomotive Corporation, Lima, Ohio.
Lockhart Iron & Steel Co., Pittsburgh.
Locomotive Finished Material Co., Atchison, Kan.
Locomotive Stoker Company, New York.
Locomotive Superheater Co., New York.
Lodge & Shipley Machine Tool Co., Cincinnati.
Lukens Iron & Steel Co., Coatesville, Pa.

McConway & Torley Co., Pittsburgh.
McIlvain (J. Gibson) & Co., Philadelphia.
Madison Coal Corporation, St. Louis.
Magnus Co., Inc., Chicago.
Magnus Metal Company, New York.
Manganese Steel Rail Co., New York.
Manning, Maxwell & Moore, Inc., New York.
Marion Malleable Iron Works, Marion, Ind.
Marion Steam Shovel Co., Marion, Ohio.
Maryland Car Wheel Works, Baltimore.
Midvale Steel Co., Philadelphia.
Miller Lock Co., Philadelphia.
Milwaukee Coke & Gas Co., Milwaukee.
Milwaukee-Western Fuel Co., Milwaukee.
Miner (W. H.) Co., Chicago.
Missouri Malleable Iron Co., E. St. Louis, Ill.
Monarch Steel Castings Co., Detroit.
Morden Frog & Crossing Works, Chicago.
More-Jones Brass & Metal Co., St. Louis.
Morse Twist Drill & Machine Co., New Bedford, Mass.
Mound City Paint & Color Co., St. Louis.
Mt. Vernon Bridge Co., Mt. Vernon, Ohio.
Mt. Vernon Car Mfg. Co., Mt. Vernon, Ill.
Mudge & Co., Chicago.
Murphy Varnish Co., Newark, N. J.

Nassau Smelting & Refining Works, New York.
Nathan Manufacturing Co., New York.
National Cash Register Co., Dayton, Ohio.
National Lock Washer Co., Newark, N. J.
National Malleable Castings Co., Cleveland.
National Pole Company, Escanaba, Mich.
New York Air Brake Co., New York.
New York Belting & Packing Co., Ltd., New York.
Nicholson File Co., Providence, R. I.
Niles-Bement-Pond Co., New York.
North Western Fuel Co., St. Paul.
Northern Malleable Iron Co., St. Paul.
Norton Co., Worcester, Mass.

Ohio Brass Co., Mansfield, Ohio.
Oliver Typewriter Company, Chicago.
Otis Elevator Co., New York.
Otis Steel Co., Cleveland.
Oxweld Acetylene Co., Chicago.

P. & M. Company, Chicago.
Pantasote Company, New York.
Patterson-Sargent Co., Cleveland.
Pearsall Co., Inc., New York.
Peerless Rubber Mfg. Co., New York.
Pettibone, Mulliken Co., Chicago.
Phoenix Iron Co., Philadelphia.
Pickands, Brown & Co., Chicago.
Pickands, Mather & Co., Cleveland.
Pilliod Company, New York.
Pittsburgh Forge & Iron Co., Pittsburgh.
Pittsburgh Lamp, Brass & Glass Co., Pittsburgh.
Pittsburgh Plate Glass Co., Pittsburgh.
Pittsburgh Spring & Steel Co., Pittsburgh.
Pittsburgh Steel Co., Pittsburgh.
Pittsburgh Steel Products Co., Pittsburgh.
Pneumatic Gate Company, Chicago.
Poole Bros., Chicago.
Pratt & Lambert, Inc., Buffalo.
Pratt & Letchworth Co., Buffalo.
Prendergast Co., Marion, Ohio.
Pressed Steel Car Co., New York.
Protectus Paint Co., Philadelphia.
Pyle-National Elec. Headlight Co., Chicago.

Railroad Supply Company, Chicago.
Railway Age Gazette, New York.
Railway Steel-Spring Co., New York.
Ralston Steel Car Co., Columbus, Ohio.
Ramapo Iron Works, Hillburn, N. Y.
Rand, McNally & Co., Chicago.
Reading Car Wheel Co., Reading, Pa.
Republic Iron & Steel Co., Youngstown, Ohio.
Revere Rubber Co., Chelsea, Mass.
Robinson, Cary & Sands Co., St. Paul.

Rockford Malleable Iron Works, Rockford, Ill.
Rodger Ballast Car Co., Chicago.
Rogers, Brown & Co., Chicago.
Ryerson (Joseph T.) & Son, Chicago.

Safety Car Heating & Lighting Co., New York.
St. Louis Screw Co., St. Louis.
Sawyer Goodman Company, Marinette, Wis.
Schieren (Charles A.) Co., New York.
Scranton Bolt & Nut Co., Scranton, Pa.
Sellers (William) & Co., Inc., Philadelphia.
Severance (S.) Mfg. Co., Glassport, Pa.
Sherburne & Co., Boston.
Sherwin-Williams (The) Co., Cleveland.
Simmons Hardware Co., St. Louis.
Simmons Mfg. Co., Kenosha, Wis.
Soper Lumber Co., Chicago.
Southern Wheel Co., St. Louis.
Standard Car Truck Co., Chicago.
Standard Car Wheel Co., Cleveland.
Standard Coupler Co., New York.
Standard Forgings Company, Chicago.
Standard Heat & Ventilation Co., Inc., New York.
Standard Safety Nut Corporation, New York.
Standard Steel Car Co., New York.
Standard Steel Works Co., Philadelphia.
Standard Supply & Equipment Co., Philadelphia.
Standard Tool Co., Cleveland.
Standard Underground Cable Co., Pittsburgh.
Storrs Mica Company, Owego, N. Y.
Symington (T. H.) Co., New York.

Taylor (W. P.) Company, Buffalo.
Taylor-Wharton Iron & Steel Co., High Bridge, N. J.
Tindel-Morris Co., Eddystone, Pa.
Transportation Utilities Co., New York.
Tyler Tube & Pipe Co., Washington, Pa.
Tyler (W. S.) Co., Cleveland.

Underwood Typewriter Co., New York.
Union Draft Gear Co., Chicago.
Union Petroleum Co., Philadelphia.
Union Spring & Manufacturing Co., Pittsburgh.
Union Steel Casting Co., Pittsburgh.
Union Switch & Signal Co., Swissvale, Pa.
United States Light & Heating Co., New York.
U. S. Metal & Mfg. Co., New York.

Vogelstein (L.) & Co., New York.

Walsh (P. T.) Davenport, Ia.
Warner & Swasey Co., Cleveland.
Weir Frog Company, Cincinnati.
Welsbach Company, Philadelphia.
Western Electric Co., New York.
Western Railway Equipment Co., St. Louis.
Western Wheeled Scraper Co., Aurora, Ill.
Westinghouse Air Brake Co., Pittsburgh.
Westinghouse Church Kerr & Co., New York.
Westinghouse Electric & Mfg. Co., East Pittsburgh.
White Enamel Refrigerator Co., St. Paul.
Whiting Foundry Equipment Co., Harvey, Ill.
Whitman & Barnes Mfg. Co., Akron, Ohio.
Winston Brothers Co., Minneapolis.
Worth Brothers Co., Coatesville, Pa.

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